

Date:	October 28, 2003	Job Number:	0315
To:	Department of Transportation Services 650 South King Street, 3rd Floor Honolulu, HI 96813	Job Name:	Kaimuki Parking Master Plan Study
Attention:	Ms. Rae Gee, DTS Project Manager	Subject:	Meeting Notes
		Distribution:	

The following is a summary of the City's joint meeting with GECHA, held on Saturday, October 18, 2003, 8 a.m. in the Lilioukalani Elementary School Cafeteria. The meeting was moderated by Eric Masutomi of Greater East Honolulu Community (GEHCA) and Rae Gee (City & County of Honolulu DTS), with introductory and closing remarks by Ginny Meade Top of the Hill Parking Solutions Coalition (TOHPC)

1. Opening remarks: Ginny Meade (TOHPSC) welcomed everyone and said Kaimuki residents and businesses contributed to the cost of the municipal lots in 1959. These parking lots are an asset to Kaimuki business district; not many communities have a public parking lot in the middle of their business district. Unfortunately, the Kaimuki lots are overcrowded. Community and the City need to determine ways to improve their operation.
2. Naomi Matsuo (VP, Central Pacific Bank; Kaimuki Business Watch) briefly described the business watch program for dealing with safety concerns among the various businesses and customers; would involve a working relationship with the Honolulu Police Department.
3. Eric Masutomi (Outrigger Enterprises; GECHA) said that GECHA held a community "Talk Story" session two years ago to discuss parking problems and possible solutions. It began a dialogue for coming up with immediate and long-term parking solutions for the area. Based on Talk Story, City funds were allocated for the Parking Master Plan Study that is now being initiated by DTS. Study will involve a number of meetings with the community and City consultant's solutions will be shaped by community input before the master plan is finalized.
4. Ginny emphasized that the discussion today should focus on possible solutions and not what the problems are. The City and the community need to formulate parking solutions that can be implemented.
5. Eric identified the key players in the upcoming Parking Master Plan Study:
  - a. City Department of Transportation Services (Rae Gee, project manager)
  - b. Urban Works, Prime Consultant (Lorrin Matsunaga and Mike Toma)
  - c. Top of the Hill Parking Solutions Coalition
    - Ginny Meade (TOHPSC)
    - Leonard Tam (GECHA and Kaimuki Neighborhood Board/KNB)
    - David Chinaka (President of Kaimuki Businessmen's Professional Association/KBPA)
    - Mike Abe (Chair, Kaimuki Neighborhood Board/KNB)
    - Joe Holtz (GECHA and Kaimuki Neighborhood Board/KNB)
6. Eric said the City's consultants are under contract to study attendant parking at the two City lots. They are also to study structured (automated) parking within the lots. He said the community needs to understand this is the underlying context of the parking study. It needs to facilitate the process and perhaps move it in a direction they desire through input to the consultants.
7. Rae Gee, City DTS, introduced herself as the project manager for the parking master plan study. She briefly reviewed the previous Traffic Calming Study (done by Alan Fujimori) and Phase I improvements project along Waialae Avenue (recently completed). Phase II improvements drawings are being prepared for bidding this year and construction will start next year. A by-product of the

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Traffic Calming Study was the proposed restriping of the two City parking lots as part of the Phase II bid documents. The Community asked DTS to wait on the restriping work until the Kaimuki Parking Master Plan could be completed.

8. Funds for the parking master plan study are Fiscal Year (FY) 2003 money so the study's fee had to be encumbered this year. The study will be completed in about 3 months.
9. Lorrin Matsunaga and Mike Toma of Urban Works were introduced. Lorrin briefly described the project and scope of work. He added:
  - a. Urban Works will be working with a parking consultant, Tom Soo Hoo of Walker Parking Consultants from San Francisco. Tom has the technical expertise in attendant and automated parking that Urban Works will be relying on. He will make one trip to Hawaii during the study.
  - b. The parking study has three phases. Phase I will study short-term parking solutions for the two City lots. Attendant parking will be evaluated for the sites. 2-3 options will be developed and presented to the community, and a preferred option will be selected. A final version of the preferred option will be summarized in its report, including costing information.
  - c. Phase II will look at long-term parking solutions. Automated parking will be studied and evaluated. 2-3 options will be developed for presentation to the community, which will select a preferred option. A final version of the preferred option for automated parking will be summarized in its report.
  - d. The consultant's goal is to listen to community concerns and to incorporate as many of them as reasonably possible within the context of attendant and automated parking. Community concerns and ideas may influence the design of the lots.
  - e. Parking and circulation are one aspect of developing the various options. Another aspect of the study is to consider the overall urban design fabric underlying the parking solutions. The idea is to provide parking for the business establishments--retail shops, restaurants and offices--more efficiently and with more controls, and to examine how parking is tied to these establishments.
  - f. Lastly, in Phase III, the parking master plan work will be summarized in a document, including short-term and long-term options, and supplemented by graphics, sketches and maps. This report will be made available to the community and serve as a resource.
10. Rae said whatever solutions and concepts come out of the parking master plan would likely be implemented as a Capital Improvement Projects (C.I.P) project or projects. Design and construction drawings would be funded in the future under separate contracts. She added that for implementation, funding has to be solicited from the City Council.

11. The floor was opened up for questions and comments:

- a. Person in audience: Why does the study already have preconceived solutions such as attendant parking and automated parking?

*Rae: The City was asked by community to consider short-term and long-term solutions and this is the City's response to its request. The study is to evaluate options and to determine feasibility, but it doesn't know ahead of time what the results will be. We don't know what specific solutions will be developed.*

- b. Representative Barbara Marumoto: Scope is too small. Need to look at larger private properties in the area as sites for parking lots. Find out if owners want to sell or restructure their properties; sites are not just parking lot sites but underutilized properties such as Queen Theater.

*Rae: The parking study will inventory privately owned lots and properties such as Queen Theater as part of the site investigation phase only.*

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- c. KBPA member: A few years ago, KBPA newsletter identified private lots that could be considered for possible shared parking. Also, there was a proposal to double-deck the Recreation Center at Kaimuki Park.
- d. Member of Kaimuki Neighborhood Board: Who directed the City to consider these specific solutions? We directed City to consider overall solutions and all options.

*Rae: Normally, the City can only develop plans for City-owned properties, and for DTS, the municipal lots are an obvious choice. It was the community that brought this request to us. If it feels the scope has changed, we will document this and inform our superiors.*

- e. Eric Masutomi: Request to study attendant parking for the two lots was one of the primary ideas coming out of the first community meeting a couple of years ago. We can ask the City to be more open-minded and expansive in working towards a solution.
- f. Unidentified woman: The consultant has a contract with DTS to do the study based on attendant parking and automated parking. How can you expand beyond it?

*Lorin: Study has a specific scope of work but in studying these options, there will be opportunities to incorporate ideas beyond the two lots. Hopefully, we have sufficient sensitivity toward the neighborhood and urban design issues to incorporate community ideas and showing how the lots are connections to a larger whole. The parking solutions may be hybrid solutions, not simple back and white answers.*

- g. Woman in audience: What is automated parking?

*Rae: Automated parking allows for efficient moving of cars without attendants or persons driving the car within the structure. Attendant parking is similar to downtown structures with ticket gates and payment booths.*

*Lorin: Automated parking or robotic parking is prevalent in Europe and Japan but not prevalent in the US. There are some examples of automated parking in Hawaii but they are older, outdated versions; many advances since. If there is resistance to putting in a large parking structure in the middle of Kaimuki, automated parking may be an answer in that it could result in a smaller footprint. This is because it requires no travel aisles and ramps. The system is highly efficient and sophisticated but the study will evaluate installation and maintenance costs.*

- h. Mike Abe, Kaimuki Neighborhood Board: \$75,000 is not much money for the type of study that all of us are looking for, considering short-term and long-term solutions in a comprehensive manner. We are interested in a short term solution that can be implemented within 6 months and a longer-term solution that is 3-4 years down the road.
- i. Man in audience: Will the study look at the community park, volleyball and basketball courts?

*Rae: Councilman Djou suggested possibly developing public parking there and putting the courts above it.*

- j. Man in audience: Can you tell us more about automated parking?

*Lorin: It's a sophisticated, mechanized parking garage that park cars within a multilevel structure without people being in the car; you drive up to garage and leave the car. The machine takes the car on a pallet and parks it car for you. You retrieve it in the same way; you never enter the structure.*

- k. Man in audience: What about maintenance issues for automated parking?

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*Lorrin: The system is computerized and mechanical so that there are maintenance issues and costs associated with it. The study will evaluate the feasibility of such a system.*

- l. Bill Bow, resident: A long-term solution may take a long time to come to fruition. So if we can think outside of the box for a second, can we consider privatization? Given the land available in the municipal lots, would it be possible for the City to work with a developer, offering him a favorable lease and having him design an office building or housing, whatever the need is, with a parking structure large enough to include public parking. The developer would get what he wants and the community gets their additional parking.
- m. Eric Masutomi: Regarding robotic parking, it is not really a popular solution on the mainland. First significant one was recently built in New Jersey. This operation has been well received by the public. Perhaps lack of experience with robotic parking might make people uncomfortable using a system like this, giving up their cars to a machine. A poll of how many would be in favor or not in favor of such a system should wait until a presentation can be made.
- n. Man in audience: I grew up in Kaimuki. The more Kaimuki changes the less it remains Kaimuki. My suggestion is to use this school for parking development. The old school is gone. It is City property so if a parking garage is constructed, it wouldn't hurt anyone.

*Rae: The existing school parking lots are part of the parking master plan study. (Study of school redevelopment however is not.)*

- o. Woman in audience: I have lived in Kaimuki all my life. Kaimuki town is a gathering place. If you put a parking garage in one part of it, drug dealers will invade the place. Kaimuki is much denser now; not low rise like before. 90% of users of the parking lots are employees. Adjust the meter rates to \$1 per hour. Reduce the meter time limit. Meter maids are not effective; they monitor Waikiki where the money is.
- p. Shop owner: No! I do not want my customers to pay \$1 per hour on the meters. My employees park 4 blocks away and I gives rewards and incentives to them to not park in the City lots. I am against reducing the time limit because don't want my customers to just visit my store. I want them to come in and shop, have coffee, go somewhere to eat. Raising rates will discourage this. We are small business people; residents don't understand small business needs.
- q. Woman in audience: Learned about this meeting through the newspaper article, which said that it would be for both residents and businesses. Don't see a lot of residents here. It's a sign of disinterest.
- r. Man in audience: There should be a survey of the parking lots to determine usage, how many people are coming and going on a daily basis. The architects should make a site visit. Existing robotic parking in Waikiki doesn't work.
- s. Man in audience: Please explain concept of attendant parking.

*Lorrin: Attendant parking is a short term option and installed to create greater control in terms of people parking and paying for parking. It involves automated gates at the entry where you get a ticket. You pay for parking in order to exit, giving the ticket to the attendant at the exit booth. The clock is running from the time you take a ticket upon entering. There can be different rates for different times spent in the lot. It is trying to create more control over people who may be abusing the meters currently. Other comments:*

- a. Short-term parking should take into account existing businesses (post offices, bank, etc.) that may be part of the existing parking lot circulation. If converted to attendant parking, lots need to take this into account.*
- b. To implement the attendant parking design, the City has to issue an RFP and receive bids from private companies. A private company will run it.*

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*c. Attendant parking would create more predictability and control over persons abusing the present system.*

- t. Woman in audience: What we have now is fine. Some abuse of the system. While working on long-term solutions, keep what we have. Hire someone to monitor the lot and meters better. Long term solution should not take more than two years to implement. Build a structure for customers and separate one for businesses.

*Rae: New funds are allocated at the end of each fiscal so you need to work with your council member to plan how much you need for the next phases (design phase and construction phase) after the completion of the parking master plan study.*

- u. Leonard Tam (GECHA, KNB): When you have metered parking, you run the risk of a parking violation if your meter runs out. It is very expensive. With attendant parking, you can shop as long as you need to, and you get charged for whatever time you have used. No worries about getting a ticket.
- v. Victor Grant (Kahala Associates, spokesman for Queen Theater): The theater needs to be revitalized; we need entertainment back into community. We want to do something but parking is not available. In your study, consider locating a parking structure with egress and entry on both sides of Center Street.
- w. John Cater (formerly KNB member): Two comments: 1) shortcut solutions never work; test project involving plastic bulb outs gave community a chance to see how things actually work. I would like to see the short term parking project put in with minimal cost; 2) I would pay as much as \$10 for a parking credit card that you swipe as you go in and out; get billed on a month basis.
- x. Principal at Lilioukalani School: There are three proposals for parking utilization at this school site. 30 to 40 stalls existing on site. Suggestion to redevelop this school for other uses is not that easy in terms of City and State controls. There are liability issues to worry about.

Principal: Valet parking on this site has also been suggested during non-school hours. Liability issues would need to be resolved.

- y. Woman in audience: Is valet parking a consideration for the lots?

*Rae: Not really, City ordinance would need to be amended as lots are City property. We will be looking primarily at attendant and automated parking there.*

*Eric: Ginny and I met with DTS on valet parking to cone off a portion of the makai end of the parking lot. Was also involved in discussions with Jefferson School on using some access land there; worked with legislative representative to pass a law to allow schools to work with their land to make additional income. Similar thing could happen in Kaimuki.*

- z. Shop owner in Kaimuki: No matter what you build in the lots, it will severely disrupt business. Through privatization and with all the intelligent persons here, we could figure out something outside of the City lots.
- aa. Man in audience: Mentioned parking lot behind Queen Theater. Could use for valet parking. Immediate fix.
- bb. Gordon Tam (shop owner, NB, longtime resident): Recalled time when municipal lots were developed in the 50s through condemnation; at the time, there was lots of parking; now there is no parking. Consider lots by Center Street. You may hurt person who owns this property but community will still have the existing lots while structured parking garage is being built.

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- cc. Former Councilman Duke Bainum: Regarding valet parking, spoke to Cheryl Soon at DTS; prepared to change ordinance to make it happen but KBPA surveyed members and vote was split. KBPA then decided to explore structured parking instead. Personally, liked idea of valet parking during peak hours to increase capacity.
  - dd. Duke Bainum: Also briefly explored idea of joint venture with UH Manoa to build dorms and parking structure. UH had security concerns about homeless that might be attracted to such a development.
  - ee. Mike Abe (President of KNB): Study should look at short term solutions (inventory public and private parking lots, study parking fees and management costs, construction costs, etc.) and long term planning including Councilman Djou's suggestion for parking at park, Gordon Tam's suggestion to design parking structure at Center Street. In studying parking for Kaimuki, need to look at whole planning process.
  - ff. Eric: 1) Appears that there is no real consensus regarding solutions. It's been two years since the last meeting; but good news is that parking study will only take 3 months. 2) DTS and Councilman Djou have heard your plea regarding parking needs. Come back next time and bring others. Hopefully next time, City and consultants will have something more concrete to show you.
12. Mike Oshiro presented Phase II improvements of Traffic Calming project. No questions from audience.
13. Ginny Meade thanked everyone for attending. Meeting ended at 10:20 a.m.

Should you have any questions or comments to the above meeting notes, please do not hesitate to call us at 597-1155. Thank you.



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Lorrin Matsunaga, AIA  
Principal

cc: Tom Soo Hoo, Walker Parking Consultants